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RALEIGH, N. C.

Friday, April 11, 1947

Legislative Work Discussed By HC; Approve Projects

Raleigh—Legislative matters, including a bill which would have given control of the construction and maintenance of county roads to the county commissioners, held most most of the attention of the Highway Commission at its March 27 meeting.

Later the same days, the controversial bill (HB 917) was reported unfavorably by the House Roads Committee and a later attempt on the floor of the House to resurrect the measure was defeated.

Opposes Bill

Chairman A. H. Graham and many of the commissioners attended the Committee meeting to oppose the bill, but the sponsors did not appear to support their bill and there was no discussion prior to the killing of the bill.

At the Commission meeting Graham reviewed action concerning roads completed by the Legislature to that date, and pointed out that the deletion of the contingent diversion section from the current revenue act had become law. This move was heartily endorsed by the Commission, because the diversion section could have permitted the transfer of highway money to the General Fund.

The discussion of legislature mat-
(Continued on page two)

PURCHASING PROBLEMS

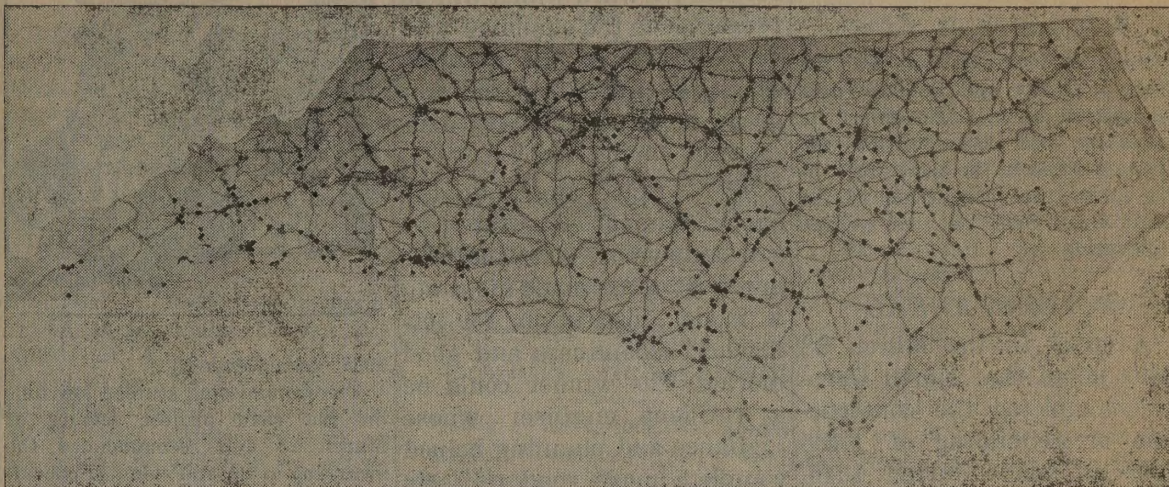
BY W. G. REAVES
Assistant Purchasing Agent

(Editor's Note: Our columnist and his wife, Elizabeth, are the proud parents of a baby boy, Lacy Hill Reaves, born at Rex Hospital, Raleigh, March 26. Lacy is their first child.)

This week's column is being devoted entirely to delivery information which we believe will be of material benefit. This information is from a recent trade journal as compiled from data furnished by leading manufacturers.

With the accumulation of more data from time to time, the report will become increasingly valuable by showing trends as well as current delivery information. Remember
(Continued on page four)

HIGHWAY DEATHS STRIKE HERE IN 1946



Look at this spotted death map of North Carolina carefully. Each black dot marks the scene of at least one fatal motor vehicle accident last year. Some dots mark the place of death of more than one person. Notice that on many sections of the highways the dots overlap and spread out in a small flood of mourning black. There are 604 dots on the map, representing 693 deaths. Actually there were 1,028 persons killed on our highways last year, but many reports on the accidents were never received. The Grim Reaper keeps a much more accurate tally. (Map prepared by State Traffic Engineer R. A. Burch; Photo by W. K. Mingis, Bureau of Identification.)

Checking Traffic On County Roads

Raleigh — The Department of Statistics and Planning has enlarged its traffic count staff to double its coverage of the state highway system, with emphasis on farm-to-market roads.

Eight men, each equipped with a truck and a battery of traffic count machines and accessories, are conducting 24-hour counts at more than 300 places a week, James S. Burch, engineer of statistics and planning, reported. All counts are repeated at three or six months intervals.

Watch For Tubes

"Road machine and drag operators are cautioned to look out for the rubber tubes connected with the portable counting machines," Burch said. "Please disconnect the tubing before passing with maintenance equipment which might damage the rubber, and then connect again so an accurate count can be continued."

The four new men are H. C. Turner at Hertford, J. W. Williams at Sanford, Ben C. Seronce at Lincolnton and Harvey Baker at Elkin. The other regular count men are A. E. Allen at Greenville, R. L. Bennison at High Point, H. O. Jackson at Elizabethtown and Grayson A. Smith at Asheville.

Escapes In March Lowest In Five Years; One Prisoner Dies In Attempted Escape

FREQUENCY RATE

Raleigh—Inquiries have been received by Safety Director James P. Dodge concerning the method used in computing the frequency rate in the monthly accident record of divisions.

The frequency rate, which determines the monthly standings of divisions, has been established by the American Standard Reporting System which is generally used in the U. S. in reporting accidental injuries.

Dodge explained that "the frequency rate is the rate of lost time injuries per million man-hours of work. The rate is obtained by multiplying the number of injuries by 1,000,000 and then dividing by the man-hours worked during the month.

"For instance, if a division reported five lost-time injuries and worked 175,000 man-hours in the month, then 5,000,000 divided by 175,000 equals 28.6, which is the rate for that month."

He said "the use of the American Standard Reporting System provides an accurate method of comparison between divisions for any month, year or other period of time."

Raleigh — The North Carolina state penal system had only 10 prisoners escape during the month of March, the lowest number of escapes in any month during the last five years.

Prison Director Clyde O. Robinson said 24 escaped prisoners were recaptured last month. There were 26 escapes and 28 recaptures during February, and 21 escapes and 12 recaptures during March 1946.

He attributed the new escape record to the improved vigilance of supervisors, superintendents and guards. New guards have been added to the system, the Director pointed out, and last month there was less right-of-way clearing work and less opportunity for prisoners to escape by ducking into roadside thickets.

Young Prisoner Killed

An attempted escape resulted in death for a 19-year-old inmate of the new youthful offenders' camp at Gatesville. Marvin Cook, a Burke county native who was serving 18 months to five years for larceny, was shot and killed by Guard C. L. Williams on March 27 when the prisoner ran from a road gang

(Continued on page four)

NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

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RALEIGH, N. C.

E. L. RANKIN, Jr., Editor

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ROLLING AHEAD

A story in the March 28 issue noted that North Carolina completed the construction or rebuilding of 1,425 miles of roads during 1946. "More than half of the total mileage completed was on county roads," we hastened to point out to our many advocates of better rural roads.

Fine, says a statistical-minded friend of ours, but be more precise about the matter. Actually, 1,256 miles or 88 percent of the total mileage completed consisted of county roads.

Make it clear, he says, that seven out of eight miles of new and rebuilt roads completed last year were secondary and county roads. And that doesn't include the immense amount of work underway but not completed January 1.

Any way you look at it, the emphasis on county road betterment is good news for North Carolina. The people have called for all-weather farm-to-market roads, the state government has promised all-weather roads and the Highway Commission is delivering the goods.

It can't be done in a matter of a year or two, because the county road system consists of over 48,000 miles and the paving and stabilization work has just begun. But it is cheering news to know the program is rolling ahead as fast as the present supply of men, mate-

rials, equipment and plans can push it.

IT COULD BE YOU!

Like all good things, it is never too early to think and plan about winning the 1947 McCrary Award which will be presented to the employee who has contributed the greatest service to the welfare and progress of the Highway Commission during the year.

The winner might be the superintendent of a state prison camp whose alert and wise administration made his camp a model institution for efficiency, cleanliness and good morale. The winner could be a resident engineer whose vigilance and planning helped complete more road projects successfully, and saved time and money for the Commission (and therefore the taxpayer).

The winner could come from any corner of our great state or from any part of our wide-spread organization. Department heads are the only persons prevented from competing.

And here is a tip. The Awards Committee gives it nod to completed, proven work which has won the approval of a department head. To give its approval to unproven, projected work would place the Committee in the position of indirectly setting policy in any of the many departments.

The Committee's job is to reward completed good work during the year. Keep that in mind, put that latest idea into action and may the best man or woman win!

LEGISLATIVE WORK

(Continued from page one)

tors also included the limiting of gross truck weights on secondary roads, the power of condemnation by the Commission for the purpose of obtaining property for shops and prison camps and the five percent "tolerance" increase over the 40,000 pound state limit. (All these measures had the Commission's support, and became law before the

DON'T BE AN ACCIDENTEE!



1947 session ended.)

The Commission studied low bids on the road project letting of March 25 and recommended the awarding of the following (Federal-aid projects require the approval of the PRA):

Federal Aid

Greene—Grading and bituminous surfacing of 1.38 miles on NC 123 from Hookerton to Maury, Barrus Const. Co., Kinston \$48,380.00.

Orange-Durham—Construction of structures on US 70 between Hillsboro and Durham, John H. Brinkley, Thomasville, \$38,411.70.

Ashe—Grading, bituminous surfacing and structures of 4.57 miles on NC 16 from Jefferson to a point 8.6 miles southeast of Jefferson; Suber & Co., Inc., Whitmire, S. C., \$195,878.00.

Henderson-Buncombe—Grading, bituminous surfacing and structures of 8.38 miles from junction with US 74 at Fairview to junction with US 25 at Fletcher; Asheville Contracting Co., Asheville, \$260,907.50.

State Betterment

Pitt—Sand asphalt surfacing of 8.6 miles on US 264 west of Greenville northwest through Arthur to NC 121 north of Farmville, Brown Paving Co., Charlotte, \$57,456.50.

Wilson—Grading and sand asphalt surfacing of 9.56 miles on NC 58 from the Greene county line to US 264, N. L. Teer Const. Co., Durham, \$86,395.85.

Wayne—Grading and bituminous surfacing of 6.2 miles from Fremont to the Wilson county line, Barrus Const. Co., \$61,605.00.

Ashe—Grading and bituminous surfacing of 2.45 miles from West Jefferson to Warrensville, H. R. Stewart & Co., Asheville, \$79,532.94.

Johnston—Bituminous surfacing of 7.59 miles from Stancil Chapel southeast to US 301 at Kenly, Nello L. Teer, Const. Co., \$132,422.50.

Mecklenburg-Union—Bituminous surfacing of 3.1 miles from a point in Mathews along US 74 3.1 miles toward Monroe, Blythe Bros. Const. Co., Charlotte, \$34,607.50.

Union—Bituminous retreatment of 34.15 miles from Monroe to the South Carolina state line, from Mecklenburg county line to NC 75 in Waxhaw on NC 16, from NC 200 to US 74 on a county road, from Wolf Pond Road south of Monroe 6.9 miles on a county road and streets in Wingate, J. M. Gregory, Raleigh, \$54,674.87.

Mecklenburg—Overhaul, conditioning and bituminous surfacing of 6.4 miles from Belk

Road at Alexanders Store to Seacrest Short Cut on a county road, from Mint Hill to Wilgrove on a county road and from NC 27 to Robinson Church on a county road, Dickerson Co., Monroe, \$44,598.00.

Richmond—Overhaul, conditioning and sand asphalt surfacing of 14.40 miles on seven sections of county roads in the vicinity of Hamlet and Rockingham, Blythe Bros., \$63,051.25.

Lincoln—Gaston—Bituminous surfacing of 17.05 miles from the Catawba county line to the Mecklenburg county line on NC 16, Blythe Bros., \$96,620.80.

The following projects were rejected:

Johnston—Bituminous surfacing of 5.94 miles from Wilson Mills to NC 42 on a county road, E. W. Grannis Const. Co., \$48,815.00.

Surry—Bituminous surfacing and structures of 3.85 miles from US 21 to Mountain Park, W. E. Graham & Sons, Cleveland, \$87,152.00.

The structures bid by Sanford Construction Co., of \$12,062.00 in the Wayne county project was considered too high and rejected. The roadway bid of \$170,673.75 by E. W. Grannis Co., Fayetteville, was accepted.

To Clear Record

Auditor Sam N. Smith asked and received permission to destroy all Commission records of non-permanent value over 10 years old. He explained how old invoices, equipment forms on vehicles long ago destroyed and other non-essential paperwork had piled up since the Commission was formed in 1921.

The mass of records had overflowed storage space in the Highway building here, Smith asserted, and now had filled the extra space delegated at the Equipment Depot near Cary.

R. Brookes Peters, Jr., general counsel for the Highway Commission, appeared before the Commission to give his legal opinion on whether or not soft-drink signs displaying the name of a store or business in a small panel were advertising the soft drink product or the local retailer.

He said that, in his opinion, the signs advertised primarily the soft drink product and therefore would be illegal to use within highway right-of-ways under Highway Ordinance Section 41, which permits the use of signs closer than 50 feet to the center of the road provided the signs advertise the places of business.

The Commissioners reported good progress on road work during most of the winter, and some reported more work had been accomplished than had been expected.

The next meeting of the Commission will be held April 24.

The preacher's daughter came in late one night. Next morning her father addressed her: "Good morning, daughter of Satan." "Good morning, FATHER," she replied in her sweetest manner.

DIVISION ROUNDUP

First Division

The State Highway and Public Works Commission lost a long and faithful employee in the death of Mark Bennett Corbett who died March 17 after a few months illness. He was 52 years old. Corbett had long experience in road work, having worked for the Edgecombe County Road Board from 1912 to 1921 when he began his services with the Highway Commission.

He was employed continuously by the Commission until his death with the exception of four years, 1924-28, when he served as Superintendent of the County Home for Edgecombe County. Appointed Section Foreman in April 1929, Corbett held this post at the time of his death. He was a good citizen, a faithful, trusted and loyal employee and the Maintenance Department will miss his "ever-ready and willing-to-go" service.

He is survived by his wife, Ora Corbett, four daughters and two sons.

We are expecting the contractors on four projects in this division, which were graded last summer and fall, to move in soon.

T. A. Loving and Company, contractors for the reconstruction of the approaches to the Scotland Neck Bridge over Roanoke River, are making very good progress and it is hoped that the traveling public will soon be rid of the old rough approaches and will be able to enjoy the new construction work. It is also hoped that the new bridge over Roanoke River at Williamston, now under construction by Bowers Construction Co., will be completed by mid-summer.

Employees in Division One who are followers of the great Izaak Walton are patiently waiting for the weather to warm up enough to go after the speckle perch, bass and rock. We would suggest that those two great anglers, Skin Wither-spoon and Cecil Stearns, come down and try their hand.—T. J. McKIM, Reporter.

Second Division

Commissioner John G. Clark and Division Engineer W. N. Spruill attended a meeting of the New Bern Lions Club March 17. As principal speaker for the meeting, Clark outlined the plans for proposed bridges over the Neuse and Trent rivers. He explained the problems which prevented immediate construction of the structures and discussed tentative locations.

Fifth Division

Division Engineer T. A. Burton was author of an article on soil-cement published in the February

issue of BETTER ROADS. Entitled "North Carolina Builds Soil-Cement," the article describes the Highway Commission's successful experiments with soil-cement construction.

Eighth Division

I can't see that there has been so much improvement in the weather since the last report — just more snow and more white-faced calves! On March 27 the division was blanketed with snow again, ranging in depth from four inches in Forsyth to 10 inches in Alleghany, Ashe and Watauga. Looks like the ground-hog is putting in a little overtime!

Charles G. Ashby, District Engineer at Elkin, was taken ill March 21 and has been confined to the Elkin Hospital since. His condition seems satisfactory and we are hoping he will soon be well on the road to recovery.

Neely J. Cromer, District Engineer of Winston-Salem, has tendered his resignation, effective March 31, and will enter the stone



producing business. Neely leaves behind him with the Highway Commission an enviable record of service, and many friends who will wish him great

success in his new venture. He will be succeeded in Winston-Salem by R. B. Fitzgerald of Lenoir. "Fitz" has come up through the ranks, having served the last six years as Division Office Engineer and Senior Resident Engineer, respectively. He is thoroughly familiar with many phases of highway activity and deserves this well-earned promotion.

Mr. and Mrs. Carl Lewis announce the arrival of a daughter, Alice Jean Lewis, born March 4, weight 7 pounds, 12 ounces. Carl is a levelman on construction and is now located in North Wilkesboro.

Mr. and Mrs. Stewart Canter of North Wilkesboro also announce the birth of a new daughter. Mr. Canter is a mechanic in the Eighth Division shop.

Congratulations to these parents! Who will be next to report such fine progress?—J. H. COUNCILL, Reporter.

Ninth Division

Funeral services for Robert L. Overcash, 27, gang foreman in District Two, were held at the First Methodist Church of Newton March 6. He died March 5 following illness of six months. An employee

PRAISES WORK

Director Bill Sharpe of the State News Bureau is enthusiastic in his praise of the job done by the western divisions in clearing snow from mountain roads.

According to Columnist Lynn Nisbet, Sharpe was caught in a heavy snow near the Virginia line recently and feared he would be stuck for several days. Actually he lost only about five hours and then made the trip to Burnsville, Marion Soco Gap and back to Lake Lure without mishap and at about normal good weather speed—despite heavy snowdrifts beside the road.

Girl Scout Group Calls On Graham

Raleigh—Thirty-five Girl Scouts from Tyrrell county town of Columbia visited the office of Chairman A. H. Graham while making a tour here March 27.

Led by Mrs. W. S. Carawan and Mrs. Russell Ellington, the Girl Scouts said they called to express their thanks to the Chairman for the bridge and causeway now under construction on US 64 near Columbia.

Graham was not in the office at the time, and the young visitors were received by his secretary, Mrs. Elizabeth Hughes, who promised to relay their message to the Chairman.

Girls in the group included Patrol Leader Amanda Reynolds, Jean Morris, Peggy Davenport, Jean Woodley, Margaret Basnight, Nan Simmons, Rachel Owens, Bettie Jean Owens, Dian Morris, Jean Swain, Lyndia Knight, Lenora Woodard, Pat Everton, Dora Ann Roughton, Virginia Davenport, Peggy Griffin, Peggy Roughton, Willa Mae Holks, Jo Ann Combs, Polly Hopkins, Florene Howett, Mildred Reynolds, Ella Mae Stokes, Rachel Craddock, Barbara Spencer, Annette Brickhouse, Flo Davenport, Jean Noony, Fay Gibbs, Lenora Spencer, Gay Hopkins, Reta Barnes and Nell Walker.

ENGAGEMENT ANNOUNCED

Raleigh — The engagement of Mrs. Emily Miller and Lyle W. Sinsley of Bell Vernon, Pa., has been announced. Mrs. Miller is a stenographer in the office of Auditor Sam Smith.

of the Highway Commission since June 1944, Overcash was survived by his wife, Lacy Cook Overcash, one sister and four brothers.—H. E. NOELL, Reporter.

Today's Chuckles

Circus Actress: "This is my first job. You better tell me what to do to keep from making any mistakes."

Manager: "Well, girly, just don't undress in front of the bearded lady."

* * *

Shopper: "What's the price of your sardines?"

Grocer: "The domestic ones are 30¢. The imported 50¢."

Shopper: "I'll take the domestic. Why should I pay their way over?"

* * *

She (cooing): "Do you really love me, dear?"

He: "You're one gal I don't like any other no better than."

* * *

The telephone rang and the young mother answered. On the other end of the line was her mother. "Dear," said the voice, "I telephoned to find out if Dad and I could leave your children with you and Bob tonight. We are invited out for the evening."

* * *

Woman (to rabbit sitting in refrigerator): "What are you doing in there?"

Rabbit: "It's a Westinghouse, isn't it? Well, I'm westing."

* * *

Will Rogers, invited to dinner by a friend, replied, "No thanks, I've already et."

"You should say 'have eaten,'" his friend corrected.

"Well, drawled Rogers, "I know a lot of fellows who say 'have eaten' who ain't et."

* * *

Sak: "In California we have a lilac bush 50 feet high."

Mac: "Wish I could lilac that."

* * *

Taxi Driver: "Oh, I say, sir, your son always gives me twice as big a tip as that."

Jones: "Well, he can afford it. After all, he's got a rich father and I haven't."

* * *

Visitor: "What was your mother's name before she married?"

Little Boy: "I think it was Statler. That's the name on all our towels."

* * *

"There's a man outside with a wooden leg named Oak."

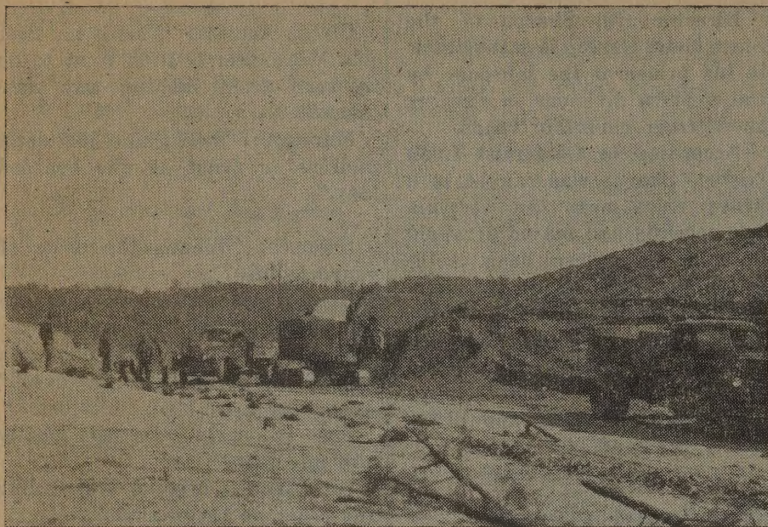
"What's the other leg made out of?"

* * *

Speaker: "Will the person who is annoying me with his coughing and sneezing leave the room. Perhaps the open air will help his cold."

"I haven't got a cold," came the answer, "I'm allergic to apple-sauce."

DAVIDSON COUNTY ROAD WORK



Sixth Division forces are getting an early start on county road stabilization work this Spring. This photograph shows the loading of decomposed granite in Davidson county where several miles of county roads already have been stabilized with this material. State Maintenance Engineer B. W. Davis (second from left, with hands in pockets) directs the preparations for dynamiting the granite loose for loading. The material is a hard type and has given excellent results as a good all-weather dirt road surface.—(Photo courtesy E. C. Darden, Sixth Division)

PURCHASING PROBLEMS

(Continued from page one)
ber that delivery information indicated is in some instances based on reports from several manufacturers of identical products.

The fact should not be overlooked that under existing conditions, there often is considerable variance in delivery time reported by these respective manufacturers, and the indicated delivery is the range of the delivery time reported by them.

ITEM:	STANDARD PRODUCTS:	SPECIAL ORDERS:
Boxes, Corrugated	14 Weeks	8-17 Weeks
Belting, Leather	Stock to 5 Weeks	3-8 Weeks
V-Belting, Leather	Stock	3 Weeks
Bearings, Ball	3-4 Months	4-6 Months
Bearings, Roller	3-4 Months	4-6 Months
Bearings, Bronze	Stock	7-14 Weeks
		Depending upon Type & Quantity
Bolts, Nuts, & Washers	1-10 Months	6 Months to Indefinite
Nuts, Screws	6-12 Months	Longer

"One of the tightest items; industry has tremendous back-log. If we were able to obtain raw material, situation would ease rapidly.

On milled specials can give 1 to 3 months delivery."

Cables, Wire Electrical	4-9 Months	4-9 Months
Cables & Wire, Electrical	1-3 Months	5-6 Months
Wire, Insulated	1-3 Months	5-6 Months
Wiring Devices	3 Months	6-8 Months
Conduits, Flexible	1-5 Months	1½-6 Months
Chain, Steel	2-12 Months	2-12 Months
Conveyors, Belt	10-12 Months	Indefinite
Conveyor Belting	9-12 Months	9-12 Months
Elevator Buckets	10 Months	12 Months
Generators, Motor	— — — — —	12 Months
Fittings, Brass, Bronze	3-5 Months	— — — — —
Fittings, Malleable Iron	24 Months	— — — — —
Lumber, Creosoted	2 Months	— — — — —
Steel Pipe, Welded Riveted	3 Months	Indefinite
Pillow Blocks	9 Months	12 Months
Pumps, Centrifugal	14 to 35 Weeks	45-50 Weeks
Scales, Platform, Portable	4-8 Months	7-9 Months
Tractors, Gasoline, Industrial	3-9 Months	— — — — —
Trailors, Heavy Duty Machinery	6 Months	8 Months

Huge April 15 Letting To Add Impetus To N. C. County Road Betterment Plan

Raleigh—The majority of the 28 projects scheduled to be let here April 15 will involve construction and improvement on North Carolina's ever-expanding system of secondary and county roads.

Chairman Graham pointed out that, in keeping with Governor Cherry's county road betterment program, most of the projects were designed to hard-surface secondary and farm-to-market roads. Only seven of the 28 projects involved US-numbered highways.

The projects will involve the construction or improvement of 159 miles of state roads at an approximate cost of \$3,000,000.

Federal-Aid

Pitt-Beaufort—Construction of two bridges on NC 33 between Pactolus and Washington and one bridge on a county road in Pactolus.

Pasquotank-Camden — Reconstruction of three bridges on US 17 between junction with US 158 and South Mills, and box culvert with US 158 approximately 3.5 miles west of junction with US 17.

Gates—Grading, sand bituminous surfacing and structures of 5.74 miles from a point three miles west of Gatesville west to US 158.

Hertford—Construction of structures from a point near junction with NC 97 approximately one mile south of Ahoskie to junction with NC 45 approximately 0.4 miles north of Harrellsville.

Nash—Grading, bituminous surfacing and structures of 13.06 miles on NC 231 from a point approximately one mile northeast of Johnston county line north to US 64.

Northampton—Construction of structures from NC 47 to US 301 to Garysburg.

Pitt—Grading, sand asphalt base and surfacing of 7.0 miles on NC 102 from a point four miles east of Ayden east to NC 43.

Pitt—Grading, sand asphalt base, surfacing and structures of 6.33 miles on NC 118 from Queen Street in Grifton east to a point near the Craven county line.

Duplin—Construction of structures on NC 41 between a point in Beulaville and Jones county line.

Greene—Construction of structures on NC 123 from Main Street in Hookerton to a point three miles south of Maury.

Johnston—Grading, concrete paving and structures of 1.64 miles on US 70 from a point approximately 2.5 miles west of Princeton to a point approximately one miles west of Princeton.

Johnston—Grading, bituminous surfacing and structures of 6.41 miles on NC 42 from a point near Drug Store to a point one mile southwest of Clayton.

Pender-Bladen—Grading, sand bituminous surfacing and structures of 4.53 miles from a point approximately 16 miles west of Burgaw to a point approximately three miles east of Kelly.

Duplin-Sampson — Grading, bituminous surfacing and structures of 8.64 miles from a point on NC 403 west of Faison north toward Suttontown.

Wake-Johnston — Grading, bituminous surfacing and structures of 10.23 miles from a point one mile east of US 15-A east to intersection with NC 42 at Drug Store.

Guilford—Construction of five structures on US 29 between Greensboro and Rockingham county line.

Scotland-Hoke—Grading, concrete paving

and structures of 1.14 miles on US 15-A for the relocation of a bridge and approaches at the Lumber River.

Scotland—Construction of structures on US 15-A between Laurinburg and Wagram.

Anson-Union—Construction of 14.18 miles of concrete pavement on US 74 between a point approximately nine miles west of Wadesboro and a point approximately five miles east of Monroe.

McDowell—Grading, bituminous surfacing and structures of 2.93 miles on US 221, 64 and 70 in and near Marion.

State Betterment

Currituck—Construction of sand asphalt base and surface course on 10.8 miles of US 158 between Barco and Grandy.

Pitt—Construction of sand asphalt base and surface course of 6.89 miles from Venters at a point near NC 102 north to the intersection with NC 43.

Pitt—Sand asphalt surfacing of 9.61 miles on a county road from NC 43 approximately seven miles south of Greenville to Blackjack and on NC 102 from Ayden to Venters Cross Roads.

Stanly—Bituminous surfacing of 7.13 miles on two sections of county roads in the vicinity of Aquadale and Oakboro.

Anson-Stanly — Partial reconstruction of Crumps Mill Bridge over Rocky River on a county road between Cottonville and Ansonville.

Alexander—Bituminous surfacing of 7.4 miles of county roads on three sections of county roads in Alexander county.

Catawba-Lincoln—Bituminous surfacing of 17.6 miles on two sections of county roads in Catawba county and one section in Lincoln county.

Iredell — Bituminous surfacing of 18.3 miles on four sections of county roads.

ESCAPES IN MARCH

(Continued from page one)

working near the Gates county prison camp.

Williams, who ordered the prisoner to halt several times before firing at him was exonerated by a Gates county coroner's jury after a brief investigation. Cook was the first prisoner to be killed while attempting to escape since Clifton C. Belk, 24-year-old prisoner at the Northampton county prison camp, was killed by a shotgun blast when he ran from a road gang September 9, 1946.

Ratings

Escape ratings for March 17-3 were:

Three Stars

(No Escapes)

Central Prison, Woman's Prison and all others with the exception of the following.

Two Stars

(One Escape)

Sampson 308, Rockingham 509, Dix Hill (Raleigh).

One Star

(Two Escapes)

Yadkin 810.

Non-Star

(More Than Two Escapes)

NONE.